

**AMENDMENTS**

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Currently Amended) A shift lock device for a shift lever of an automatic transmission of a vehicle, the transmission having a gate structure wherein a range is set up in the order of P, R, N and D ranges, and in order to move a shift lever from the P and N ranges to the R range, said shift lever is moved in a lateral direction, respectively, and then moved perpendicularly toward the intended range, wherein said shift lock device comprises:

a cam body integrally mounted to said shift lever;

a single rotating cam configured to act on said cam body to prevent said shift lever from moving in the lateral direction from either the P or N range;

a brake pedal switch;

rotating means for rotating said rotating cam in response to an electric signal of said brake pedal switch; and

wherein said cam body is disposed with a cam wall formed in parallel with a rotating plane of said rotating cam, and wherein a rotating axis of said rotating cam is arranged above the cam body so that said rotating cam is moved in a locking direction from top to bottom in its engagement with said cam wall of said cam body,

and wherein said gate structure includes a manual gate at a side of the D range for allowing the shift lever to be moved to manually increase and decrease a speed of the vehicle.

2. (Cancelled) ~~The device as defined in claim 1, wherein said cam body is disposed with a cam wall formed in parallel with a rotating plane of said rotating cam acting with said rotating cam.~~

3. (Original) The device as defined in claim 1, wherein said rotating means comprises: a solenoid actuator having an actuating rod for linear movement in response to an electrical signal from a brake pedal switch according to a brake pedal manipulation by a driver; and a link for connecting an actuating rod to a link arm of said rotating cam to change a linear movement of said actuating rod to a rotating movement of said rotating cam.

4. (Original) The device as defined in claim 1 further comprising an emergency lever for rotating said rotating cam in response to the manipulating power of a driver.
5. (Original) The device as defined in claim 4, wherein said rotating cam comprises: a locking arm acting on said cam body; a link arm connected to said rotating means; and a lever arm connected to said emergency lever.
6. (Currently Amended) A shift lock device, comprising:
  - a cam body on which a shift lever is mounted;
  - a single rotating cam cooperating with said cam body to selectively block lateral movement of said cam body;
  - a linkage mechanism cooperating with said rotating cam to rotate said rotating cam in response to a lock release signal
  - wherein said cam body is disposed with a cam wall formed in parallel with a rotating plane of said rotating cam, and wherein a rotating axis of said rotating cam is arranged above the cam body so that said rotating cam is moved in a locking direction from top to bottom in its engagement with said cam wall of said cam body.
7. (Original) The shift lever lock device of claim 6, further comprising a brake switch activated by depression of a brake pedal to generate said lock release signal.
8. (Original) The shift lever of claim 7, wherein said linkage mechanism comprises:
  - a solenoid with an actuating rod actuated in response to said signal; and
  - a pivotably mounted link member having one end acting on said rotating cam and an opposite end acted on by said actuating rod.
9. (Original) The shift lock device of claim 6, further comprising an emergency lever cooperating with said rotating cam to rotate said cam in the absence of said lock release signal.
10. (Original) The shift lock device of claim 1, wherein said manual gate allows the shift lever to be moved perpendicularly forward to manually increase the speed of the vehicle.

11. (Original) The shift lock device of claim 1, wherein said manual gate allows the shift lever to be moved perpendicularly backward to manually decrease the speed of the vehicle.
12. (Original) The shift lock device of claim 1, wherein said manual gate allows the shift lever to be moved perpendicularly to manually increase and decrease the speed of the vehicle during forward operation of the vehicle.
13. (Original) The shift lock device of claim 1, wherein said manual gate is disposed to the right side of the D range.
14. (New) A shift lock device for a shift lever of an automatic transmission of a vehicle, the transmission having a gate structure wherein a range is set up in the order of P, R, N and D ranges, and in order to move a shift lever from the P and N ranges to the R range, said shift lever is moved in a lateral direction, respectively, and then moved perpendicularly toward the intended range, wherein said shift lock device comprises:
  - a cam body integrally mounted to said shift lever;
  - a rotating cam configured to act on said cam body to prevent said shift lever from moving in the lateral direction from either the P or N range;
  - a brake pedal switch;
  - a rotating mechanism configured to rotate said rotating cam in response to an electric signal of said brake pedal switch; andwherein said cam body is disposed with a cam wall formed in parallel with a rotating plane of said rotating cam, and wherein a rotating axis of said rotating cam is arranged above the cam body so that said rotating cam is moved in a locking direction from top to bottom in its engagement with said cam wall of said cam body.
15. (New) The device as defined in claim 14, wherein said rotating mechanism comprises: a solenoid actuator having an actuating rod for linear movement in response to an electrical signal from a brake pedal switch according to a brake pedal manipulation by a driver; and a link for connecting an actuating rod to a link arm of said rotating cam to change a linear movement of said actuating rod to a rotating movement of said rotating cam.

16. (New) The device as defined in claim 14, further comprising an emergency lever for rotating said rotating cam in response to the manipulating power of a driver.
17. (New) The device as defined in claim 16, wherein said rotating cam comprises: a locking arm acting on said cam body; a link arm connected to said rotating mechanism; and a lever arm connected to said emergency lever.
18. (New) The shift lock device of claim 14, wherein said gate structure includes a manual gate at a side of the D range for allowing the shift lever to be moved to manually increase and decrease a speed of the vehicle.